




STAFF REPORT

DATE: December 15, 2015

STAFF: Ken Rencher, Associate Planner 

PROPOSAL: **SW 158th Ave. Widening Project**
PTF2015-0001 / SDM2015-0007

LOCATION: SW 158th Ave. from SW Walker Rd. south to the Merlo Rd. light rail station south of SW Jenkins Rd.

SUMMARY: Washington County is seeking approval of Public Transportation Facility and Sidewalk Design Modification applications for a project to widen SW 158th Ave. and install new or wider sidewalks. The projects stretches from just south of SW Walker Rd. to the Merlo Road MAX station, south of SW Jenkins Rd.

APPLICANT: Washington County
Attn: Matthew Costigan
1400 Walnut St., MS # 18
Hillsboro, OR 97123

DECISION CRITERIA: Development Code Sections 40.03 *Facilities Review*, 40.57315.1.C *Public Transportation Facility*, and 40.58.15.C *Sidewalk Design Modification*.

RECOMMENDATION: **Approval of PTF2015-0001 / SDM2015-0007 (SW 158th Ave. Widening Project)**, with conditions of approval as shown in Attachment D.

DESCRIPTION OF APPLICATION AND TABLE OF CONTENTS**PAGE****Attachment A: Facilities Review Committee Analysis and Recommendations**

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Attachment B: PTF2015-0001 SW 158th Ave. Widening Project

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Attachment C: SDM2015-0007 SW 158th Ave. Widening Project

SDM1-SDM3

Attachment D: Recommended Conditions of Approval

COA1-COA3

BACKGROUND AND KEY DATES

Application	Submittal Date	Submittal Complete	Final Decision*	120-Day Deadline	240-Day**
					Deadline
PTF2015-0001	September 15, 2015	October 13, 2015	December 28, 2015	February 10, 2016	June 9, 2016
SDM2015-0007	September 15, 2015	October 13, 2015	December 28, 2015	February 10, 2016	June 9, 2016

* State law (ORS 227.178) requires local jurisdictions to render a final written decision on land-use applications within 120 days from when the applications were deemed complete. Following this initial decision, there is a 12-day appeal period. If this decision is not appealed, the City of Beaverton Community Development Director or her designee will issue a final written decision on or shortly after the date shown above.

** Pursuant to Section 50.25.9 of the Development Code, this is the latest date—with a continuance—by which a final written decision on the proposal can be made.

EXHIBITS**Exhibit 1. Comments Received**

Exhibit 1.1 Email from Mary Manseau, concerned community member

Exhibit 1.2 Email from Jack Lee, adjacent property owner

Exhibit 1.3 Email from Jeannine Rustad, Superintendent of Planning, THPRD

Exhibit 1.4 Email from Stephen Roberts, Special Projects Coordinator,
Washington County Department of Land Use & TransportationExhibit 1.5 Email from Kevin O'Donnell, CPO 7 Steering Committee and THPRD
Trails Advisory Committee

**FACILITIES REVIEW COMMITTEE
TECHNICAL REVIEW AND RECOMMENDATIONS
SW 158th Ave. Widening Project
(PTF2015-0001 / SDM2015-0007)**

Section 40.03 Facilities Review Committee:

The Facilities Review Committee has conducted a technical review of the application, in accordance with the criteria contained in Section 40.03 of the Development Code. The Committee's findings and recommended conditions of approval are provided to the decision-making authority. As they will appear in the Staff Report, the Facilities Review Conditions may be re-numbered and placed in different order.

The decision-making authority will determine whether the application as presented meets the Facilities Review approval criteria for the subject application and may choose to adopt, not adopt, or modify the Committee's findings, below.

The Facilities Review Committee Criteria for Approval will be reviewed for all criteria that are applicable to the submitted applications as identified below:

- Section 40.03.2 is applicable to PTF2015-0001

Section 40.03.2

A. *The transportation facility, as proposed or modified, conforms to the Transportation System Plan.*

The Transportation System Plan (TSP) shows SW 158th Ave. as a 5-lane Arterial Street. The widening project is listed in the City's 2035 TSP. With the exception of the sidewalk on the east side of the street, for which the applicant has applied for approval of a Sidewalk Design Modification application, the proposal meets the applicable Washington County and City of Beaverton standards for a 5-lane Arterial Street.

Therefore, the Committee finds that the proposal meets the criterion for approval.

B. *There are safe and efficient vehicular and pedestrian circulation patterns within the project boundaries.*

For vehicles, the proposal adds an additional southbound travel lane and makes minor improvements to the medians and turn lanes. For bicycles, the proposal adds 7-foot buffered bike lanes. For pedestrians, the proposal adds a 10-foot sidewalk with street trees to the west side of the street and a 10-foot sidewalk that will function as an interim design for the Westside

Regional Trail, according to Tualatin Hills Park & Recreation District. Along the portion between SW Jay St. and SW Jenkins Rd. the proposal will include the ultimate build-out of the trail: 12 feet of concrete separated from the roadway by a 3-foot planter strip covered in bark mulch. Where the sidewalks will cross streets or driveways, the crossings will be designed to meet applicable engineering standards for safety.

Therefore, the Committee finds the proposal meets the criterion for approval.

- C. *The proposed development is consistent with all applicable provisions of Chapter 60 (Special Requirements) and all improvements, dedications, or both required by the applicable provisions of Chapter 60 (Special Requirements) are in place.***

The applicant states that the proposed development is consistent with all applicable provisions of Chapter 60. Staff provide additional findings below.

Section 60.55 Transportation Facilities

Street, Bicycle, and Pedestrian Connection Requirements

The improvements includes vehicle connections via two travel lanes in each direction, bicycle connections via a buffered bike lane in each direction, and pedestrian connectivity via new sidewalks on each side of the street. Almost all existing pedestrian connections will be connected to the revised sidewalks.

Street Width

The proposed design generally includes two through lanes and a left turn lane, plus two buffered bike lanes within a curb-to-curb width of 74 feet and sidewalks and sometimes planter strips within a 14-foot area on either side of the street, for a total ROW width of 98 feet.

Access

Where existing walkways to the adjacent properties connect to the public sidewalk, the proposal will generally retain these, except as requested by the property owner, or due to slope constraints, according to the applicant. Additional connections to the sidewalk system can be expected with the future redevelopment of adjacent properties.

Transit

TriMet's 67 bus line runs along SW 158th Ave. At the existing bus stop locations the applicant proposes to install landing pads to provide accessible means of exiting a bus from either the front or rear doors and navigating across any planter strips present at the bus stop locations.

Therefore, the Committee finds that the proposal meets the criterion for approval.

- D. Adequate means are provided or proposed to be provided in a satisfactory manner, to ensure continued periodic maintenance and replacement of the following, as applicable: drainage facilities, roads and other improved rights-of-way, structures, recreation facilities, landscaping, fill and excavation areas, screening and fencing, ground cover, garbage and recycling storage areas and other facilities.**

The applicant states that proposed improvements will be maintained by the applicable jurisdiction or responsible party. Washington County will maintain the roadway, street lighting, traffic signals, retaining walls, and slopes. Drainage piping and facilities within the City of Beaverton will be maintained by City staff. Improvements such as sidewalks, planter strips, landscaping, and fencing adjacent to the public right-of-way will be maintained by the adjacent property owners.

Therefore, the Committee finds the proposal meets the criterion for approval.

- E. The proposed transportation facility connects to the surrounding circulation systems in a safe, efficient, and direct manner.**

The applicant states that the proposed improvements to SW 158th Ave. will maintain the surrounding street network system and improve the surrounding pedestrian and bicycle circulation system. The Condition of Approval ensures that the pedestrian circulation system meets minimum standards.

Therefore, the Committee finds the proposal meets the criterion for approval.

- F. The proposed transportation facility or modification thereof will provide adequate fire equipment facility access and turnaround area, as well as adequate street lighting for crime and accident prevention as well as protection from hazardous conditions due to inadequate, substandard or ill-designed development.**

The proposed modifications will improve the access to adjacent properties for firefighting vehicles. For example, the "pork chop" curbing that currently restricts the Costco entrance to right-in/right-out access will be

removed and a raised median barrier will be installed, which will provide improved fire access.

The applicant states that the lighting upgrades proposed with this road improvement project should reduce the potential for crashes involving pedestrians and should reduce crime potential by increasing the lighting levels.

Therefore, the Committee finds the proposal meets the criterion for approval.

G. Grading and contouring are the minimum necessary to accommodate the proposed transportation facility, while mitigating adverse effect(s) on neighboring properties, public right-of-way, surface drainage, water storage facilities, and the public storm drainage system.

The applicant states that grading for the street improvements will primarily occur within the public right-of-way as grading will be contained by walls and sufficient right-of-way width. The applicant has also begun acquisition or condemnation proceedings to acquire additional ROW, sufficient to accommodate the designed 5-lane Arterial Street cross-section. At times grading will need to extend beyond the right-of-way, and where it does, easements have been or will be procured to accommodate the grading. The Conditions of Approval ensure that coordination between City, County, and CWS staff will result in an efficient and functional storm drainage system.

Therefore, the Committee finds that by meeting the Conditions of Approval, proposal meets the criterion for approval.

H. Access and facilities for physically handicapped people are maintained and/or incorporated into the subject transportation facility, with particular attention to providing continuous, uninterrupted access routes.

The applicant states that there will be ADA-compliant sidewalks along both sides of the street, for the entire length of the project. Where new sidewalks ramps are required, they will be built to be accessible.

Therefore, the Committee finds the proposal meets the criterion for approval.

I. The application includes all required submittal materials as specified in Section 50.25.1 of the Development Code.

The application was submitted on September 15, 2015 and was deemed complete on October 13, 2015. In the review of the materials during the application review, the Committee finds that all applicable application submittal requirements, identified in Section 50.25.1 are contained within this proposal.

Therefore, staff finds that the proposal meets the criterion for approval.

ANALYSIS AND FINDINGS FOR PUBLIC TRANSPORTATION FACILITY

Section 40.57.05. Public Transportation Facility; Purpose

The purpose of the Public Transportation Facility application is to establish a process for review of new construction or significant expansion of major transportation facilities.

Section 40.57.15.1.C. Approval Criteria:

In order to approve a Public Transportation Facility application, the Decision Making Authority shall make findings of fact based on evidence provided by the applicant demonstrating that all the following criteria are satisfied:

- 1. The proposal satisfies the threshold requirements for a Public Transportation Facility application.***

The applicant's proposal for the widening of SW 158th Ave. meets the threshold requirements for a Public Transportation Facility application because it will involve the acquisition of new right-of-way and potentially construction activities outside of a public right-of-way or easement.

Therefore, staff finds the proposal meets the criterion for approval.

- 2. All City application fees related to the application under consideration by the decision making authority have been submitted.***

The applicant has paid the applicable fee for a Public Transportation Facility application.

Therefore, staff finds the proposal meets the criterion for approval.

- 3. The proposal contains all applicable application submittal requirements specified in Section 50.25.1 of the Development Code.***

The applicant has submitted all the materials required by Section 50.25.1 of the Development Code.

Therefore, staff finds the proposal meets the criterion for approval.

- 4. The proposal meets all applicable design standards for the classification of the subject road as specified by the Engineering Design Manual and Standard Drawings unless the applicable provisions have been modified by the City Engineer by separate process.***

The proposal is to widen an Arterial Street that is under the maintenance and operational jurisdiction of Washington County.

Therefore, staff finds the proposal meets the criterion for approval.

5. ***The alignment of the new or extended public transportation facility is consistent with the general location shown in the Comprehensive Plan Transportation Element.***

The proposed widening project does not significantly alter the location or alignment of the existing roadway. This is consistent with the Comprehensive Plan.

Therefore, staff finds the proposal meets the criterion for approval.

6. ***Any interim improvements have been designed to accommodate future improvement of the facility to ultimate standards.***

The applicant states that the proposed roadway improvements have generally been designed to meet the ultimate standards. Where future roadway projects—such as to SW Jenkins Rd. or SW Merlo Rd. or SW Walker Rd.—will result in widened sidewalks, the proposed curb and sidewalk transitions for this project have been designed to transition from existing conditions. Future redevelopment of some of the adjacent properties with Commercial or Multiple Use zoning designations could trigger sidewalk upgrades from the 6-foot sidewalk with 4-foot planter strip that is the Washington County standard to the 10-foot sidewalk that is the City of Beaverton standard. The future development of the THPRD Westside Trail to its ultimate design may involve some redesign of the proposed sidewalks along the east side of SW 158th Ave.

Therefore, staff finds that the proposal meets the criterion for approval.

7. ***Applications and documents related to the request, which will require further City approval, shall be submitted to the City in the proper sequence.***

The applicant has submitted the necessary land use applications in the proper sequence. The applicant will submit a Site Development permit in its proper sequence as the project progresses.

Therefore, staff finds the proposal meets the criterion for approval.

RECOMMENDATION: Based on the facts and findings presented, staff can recommend approval of **PTF2015-0001 (SW 158th Ave. Widening Project)**, subject to the conditions of approval found in Attachment D of this report.

ANALYSIS AND FINDINGS FOR SIDEWALK DESIGN MODIFICATION APPROVAL

Section 40.58.05. Sidewalk Design Modification Application; Purpose

The purpose of the Sidewalk Design Modification application is to provide a mechanism whereby the City's street design standards relating to the locations and dimensions of sidewalks or required street landscaping can be modified to address existing conditions and constraints as a specific application. For purposes of this section, sidewalk ramps constructed with or without contiguous sidewalk panels leading to and away from the ramp shall be considered sidewalks. This section is implemented by the approval criteria listed herein.

Section 40.58.15.1.C. Approval Criteria

In order to approve a Sidewalk Design Modification application, the decision making authority shall make findings of fact based on evidence provided by the applicant demonstrating that the following criteria are satisfied:

- 1. *The proposal satisfies the threshold requirements for a Sidewalk Design Modification application.***

Section 40.58.15.1.A.1 Threshold: An application for Sidewalk Design Modification shall be required when the following threshold applies:

1. The sidewalk width, planter strip width, or both minimum standards specified in the Engineering Design Manual are proposed to be modified.

The applicant's submittal modifies the sidewalk width and planter strip width to vary from what would be required by the City of Beaverton's Engineering Design Manual standards for an Arterial Street.

On the west side of the street, the applicant proposes a 6-foot sidewalk behind a 4-foot planter strip with street trees, from approximately SW Walker Rd. to W Baseline Rd.; a 10-foot sidewalk with trees in grated tree wells from W Baseline Rd. to approximately SW Jenkins Rd., and a 5-foot curb-tight sidewalk south of SW Jenkins Rd.

On the east side of the street, the applicant proposes to transition from the existing 5-foot curb-tight sidewalk to a 10-foot curb-tight sidewalk without street trees from approximately SW Walker Rd. to SW Jay St. This will provide for an interim THPRD regional trail. From SW Jay St. to SW Jenkins Rd., the applicant proposes a 12-foot sidewalk and a 3-foot planter strip without street trees. This is the ultimate design of this segment of the Westside Regional Trail. South of SW Jenkins Rd., the applicant proposes the 10-foot curb-tight sidewalk without street trees as the interim design for the trail.

Therefore, staff find the proposal meets the criterion for approval.

2. ***All City application fees related to the application under consideration by the decision making authority have been submitted.***

The City of Beaverton received the appropriate fee for the Sidewalk Design Modification application.

Therefore, staff finds the proposal meets the criterion for approval.

3. ***One or more of the following criteria are satisfied:***

- a. ***That there exist local topographic conditions, which would result in any of the following:***
 - i. ***A sidewalk that is located above or below the top surface of a finished curb.***
 - ii. ***A situation in which construction of the Engineering Design Manual standard street cross-section would require a steep slope or retaining wall that would prevent vehicular access to the adjoining property.***
- b. ***That there exist local physical conditions such as:***
 - i. ***An existing structure prevents the construction of a standard sidewalk.***
 - ii. ***An existing utility device prevents the construction of a standard sidewalk.***
 - iii. ***Rock outcroppings prevent the construction of a standard sidewalk without blasting.***
- c. ***That there exist environmental conditions such as a Significant Natural Resource Area, Jurisdictional Wetland, Clean Water Services Water Quality Sensitive Area, Clean Water Services required Vegetative Corridor, or Significant Tree Grove.***
- d. ***That additional right of way is required to construct the Engineering Design Manual standard and the adjoining property is not controlled by the applicant.***

The applicant states that the need to accommodate the extension of the Westside Regional Trail and the inability to acquire additional right-of-way width for sidewalks wider than 6 feet, given the existing development pattern east of the roadway project, combine to prevent the applicant from complying with the default Arterial Street cross-sections of either Washington County or the City of Beaverton.

Therefore, staff finds that the proposal meets the criterion for approval.

4. ***The proposal complies with provisions of Section 60.55.25 Street and Bicycle and Pedestrian Connection Requirements and 60.55.30 Minimum Street Widths.***

The applicant states that with the approval of the sidewalk design modification application, the proposed street widening project complies with the applicable provisions of Section 60.55 of the Development Code.

Therefore, staff finds that by meeting the conditions of approval, the proposal meets the criterion for approval.

5. ***Applications and documents related to the request, which will require further City approval, shall be submitted to the City in the proper sequence.***

The applicant has submitted all documents related to this request for a Sidewalk Design Modification application.

Therefore, staff finds the proposal meets the criterion for approval.

6. ***The proposed Sidewalk Design Modification provides safe and efficient pedestrian circulation in the site vicinity.***

Staff cite the finding prepared herein in response to the Facilities Review approval criteria as adequate for supportive findings in response to Criterion No. 6 of SDM approval.

Therefore, staff finds the proposal meets the criterion for approval.

Recommendation

Based on the facts and findings presented, staff recommend **APPROVAL** of **SDM2015-0007 (SW 158th Ave. Widening Project)** subject to the applicable conditions identified in Attachment E.

CONDITIONS OF APPROVAL

A. Prior to start of work on the project and issuance of the site development permit, the applicant shall:

1. Submit the required plans, application form, fee, and other items needed for a complete site development permit application per the applicable review checklist. (Site Development Div./JJD)
2. Contract with a professional engineer to design and monitor the construction for any work governed by Beaverton Municipal Code 9.05.020, as set forth in Ordinance 4417 (City Engineering Design Manual and Standard Drawings), Beaverton Development Code (Ordinance 2050, 4010 +rev.), the Clean Water Services District Design and Construction Standards (June 2007, Resolution and Ordinance 2007-020), and the City Standard Agreement to Construct and Retain Design Professionals in Oregon. (Site Development Div. / JJD)
3. Submit a letter documenting that the County guarantees that the proposed project improvements, for which the City will ultimately be responsible to maintain, are to be constructed to City standard and that upon project completion copies of the as-built drawings (both mylar and electronic) for the project will be supplied to the City all as per Ordinance 4417 mandates. (Site Development Div. / JJD)
4. Have obtained the Tualatin Valley Fire and Rescue District Fire Marshal's approval of the site development plans as part of the City's plan review process. (Site Development Div./JJD)
5. Submit a copy of issued permits or other approvals needed from the Tualatin Valley Water District for public water system construction, backflow prevention facilities, and service extensions. (Site Development Div. / JJD)
6. Have obtained approvals needed from the Clean Water Services District for storm system connections as a part of the City's plan review process. (Site Development Div. / JJD)
7. Submit a completed 1200-C Permit (DEQ/CWS/City Erosion Control Joint Permit) application to the City. The applicant shall use the 2006 plan format per requirements for sites 5 acres or larger adopted by DEQ and Clean Water Services. (For application information and to access the required plan format, use the links below.) (Site Development Div. /JJD)
<http://www.deq.state.or.us/wq/stormwater/constappl.htm>
<http://www.cleanwaterservices.org/PermitCenter/PermittingProcess/ErosionControl.aspx>

8. Provide final construction plans and a final drainage report, as generally outlined in the submitted preliminary drainage report (September 4, 2015), demonstrating compliance with City storm detention requirements (per Section 330, of City Ordinance 4417) and with CWS Resolution and Order 2007-020 in regard to water quality treatment. (Site Development Div. / JJD)
9. Have obtained the City Building Official's approval of the utility plans and issuance of site plumbing permits for any private plumbing proposed to be constructed or relocated including private fire suppression systems, backflow prevention measures, and regulated utility service locations. (Site Development Div. / JJD)
10. Provide plans showing a Contech Inc., Stormfilter system (for treatment of piped surface water runoff) with a minimum of 3.0 cartridges per tributary impervious acre. Plans shall also show a trash capture water quality pre-treatment unit (ex: sumped, lynch-type catch basin, sedimentation structure, or other City of Beaverton approved equivalent as determined by City Engineer) located in front any Stormfilter vaults or ahead of piped detention systems. Plans shall also show a high flow bypass system to bypass surface water runoff high flows (flows greater than the 5-year design storm) around any Stormwater vaults. For any impervious area determined to not be practical to be piped to a Stormfilter, a fee in lieu of stormwater quality provision will be assessed. (Site Development Div. / JJD)
11. Provide plans for street lights (Option C unless otherwise approved by the City Public Works Director) and for the removal of any Option A streetlights in the project area within the City limits. (Site Development Div. / JJD)
12. Provide plans showing a City or County standard commercial driveway apron (portland cement concrete driveway approach) at the intersection of any private, common driveway and a public street. (Site Development Div. / JJD)
13. Execute a 3-party Memorandum of Understanding (MOU) with Clean Water Services (CWS) and the City of Beaverton. The MOU will guarantee to the satisfaction of CWS and the City of Beaverton the phased completion of the surface water runoff treatment facilities for Walker Road, 158th Avenue, and Jenkins Road to allow delay of treatment provision on 158th Avenue as it will be constructed in conjunction with a later phase. Additionally, the County will acquire the needed right-of-way on Jenkins Road for the future surface water treatment facilities that would be utilized for treatment of 158th Avenue but be constructed as part of the Jenkins Road improvements. If such an MOU cannot be executed prior to site development permit issuance, the conditions that follow which reference storm water quality treatment facilities shall be enforced. (Site Development Div. / JJD)

14. Submit plans that show construction of sidewalks that either comply with the City's standard of 10' sidewalks with street trees in grated tree wells or the County's standard of 6' sidewalks with street trees in 4' planter strips. This condition shall apply to all sections where the existing sidewalk is being removed or replaced, except for the segments on the east side of SW 158th Ave., which will be part of the THPRD Westside Regional Trail. (Transportation / KR)
15. Submit plans that show street trees within all planter strips and street tree wells, as shown on the submitted plans. Trees are to be generally spaced 30' on center, except where conflicts with utility vaults, street lighting, fire hydrants, etc. are unavoidable, and where installation of street trees would pose a traffic hazard due to site visibility issues. The areas within the THPRD Westside Regional trail are exempt from this requirement to provide street trees. (Transportation / KR)

B. Prior to final acceptance of the project by the City, the applicant shall:

16. Have completed the site development improvements as determined by the City Engineer and met all outstanding conditions of approval as determined by the City Engineer and Planning Director. Additionally, the applicant and professional(s) of record shall have met all obligations under the City Standard Agreement to Construct Improvements and Retain Design Professional Registered in Oregon, as determined by the City Engineer. (Site Development Div. / JJD)
17. Provide evidence of a post-construction cleaning, system maintenance, and StormFilter recharge/replacement per manufacturer's recommendations and a pre-paid service contract for a one year period from the date of performance acceptance for the project's proprietary storm water treatment systems by CONTECH or other qualified maintenance provider as determined by the City Engineer. (Site Development Div. / JJD)

Kenneth Rencher

From: Mary Manseau <marymanseau@gmail.com>
Sent: Thursday, November 12, 2015 4:07 PM
To: Kenneth Rencher
Subject: Re: Westside Trail through the Nike campus

EXHIBIT 1.1

Categories: Public Testimony

Street trees serve as a poor barrier for trail users from vehicles.
Couldn't stormwater benefits be achieved through other design features such as use of pervious pavement?
Mary

On 11/12/2015 3:16 PM, Kenneth Rencher wrote:

> Mary,
> Thank you for your comments. We are looking to balance the need to have the trail be sufficiently wide to accommodate its users with the need to have street trees as a barrier between the trail users and the vehicles using the adjacent arterial street, as well as providing shade and stormwater benefits. Ideally, we would have a 12' trail behind a 4' planter strip with street trees, but there isn't room, given the existing parking lots on the east side of the street.

>
>
> Kenneth Rencher
> Associate Planner | Community Development Department City of Beaverton
> | PO Box 4755 | Beaverton OR 97076-4755
> p: 503.526.2427 | f: 503.526.2550 | www.beavertonoregon.gov

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> -----Original Message-----

> From: Mary Manseau [mailto:marymanseau@gmail.com]
> Sent: Thursday, November 12, 2015 2:45 PM
> To: Kenneth Rencher <krencher@beavertonoregon.gov>
> Cc: Matt Costigan <matthew_costigan@co.washington.or.us>; Jeannine
> Rustad <jrustad@thprd.org>
> Subject: Westside Trail through the Nike campus

>
> Kenneth,

>
> I am an active member of my community and a strong supporter of Westside Trail. Of particular interest to me--and I know I am not alone here-- is finding a solution to the gap in this trail system through the Nike Campus.

>
> I am excited to learn that as part of the Washington County 158th project, Washington County Staff, Nike and THPRD have agreed to a plan/design/funding for a trail to be constructed between Walker and Jenkins Road, including a 10' interim trail segment between Jenkins and Jay Street. I am not so excited to hear that City of Beaverton has requested that the proposed trail through the interim segment be replaced with a 6' sidewalk to allow for a wider planting strip.

The Westside trail is too important as a transportation facility to have

> sidewalk to serve as a portion of the trail. A 6' sidewalk is

> inadequate to accommodate two-way bike and pedestrian traffic. Please rethink your request for a 6' sidewalk.

>
> Thank You,
> Mary Manseau

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> _____ EXHIBIT
> PUBLIC RECORDS LAW DISCLOSURE

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> This e-mail is a public record of the City of Beaverton and is subject to public disclosure unless exempt from disclosure under Oregon Public Records Law. This email is subject to the State Retention Schedule.

Kenneth Rencher

From: Jack Lee <jcdlee01@gmail.com>
Sent: Thursday, November 12, 2015 5:15 PM
To: Kenneth Rencher
Subject: SW 158th Avenue Widening PTF2015-0001/SDM2015-0010 Jack Lee Written Comment

Categories: Public Testimony

This email is to serve as a written comment concerning the SW 158th Avenue Widening project, Case File PTF2015-0001/SDM2015-0010.

We want to call to attention the approval criteria cited in 40.57.15.1.C.5 in the Planning Division's review of this project:

"The alignment of the new or extended transportation facility is consistent with the general location shown in the Comprehensive Plan Transportation Element"

When we look at the four lane road already in place on SW 158th Avenue between NW Cornell Road and SW Walker Road, the center median is only in sections where future access will not be hampered in a future development, or the property with the center median already has two or more access points to public streets. As a median will unduly affect my property in a possible future development as we are limited to single access to a public street, we request that the planned road widening be consistent with the design approach in the section of SW 158th Avenue already in place, and not include a median in the road section between the northern border of 1145 SW 158th Avenue and SW Kaylynn Lane.

Sincerely,

Jack Lee
503-560-0821

Kenneth Rencher

From: Jeannine Rustad <jrustad@thprd.org>
Sent: Friday, November 13, 2015 11:12 AM
To: Kevin O'Donnell; Kenneth Rencher
Cc: Mary Manseau; Matt Costigan; Steven Gulgren
Subject: Re: Westside Trail through the Nike campus
Attachments: THPRD Comments on 158th 11.13.2015.pdf

EXHIBIT 1.3

Categories: Public Testimony

All,

See attached the letter we submitted to Beaverton.

Thank you,
Jeannine

Jeannine Rustad, J.D., Superintendent of Planning
Tualatin Hills Park & Recreation District

Tel: (503) 645-6433 x1643
Dir: (503) 614-1206
Fax: (503) 629-6302
jrustad@thprd.org

>>> "Kevin O'Donnell" <kevinopublic@gmail.com> 11/13/2015 5:46 AM >>>

Hi Kenneth - I agree with Mary. As a member of the Trails Advisory Committee for THPRD, we have learned that not building to maximum allowed width is just a future issue that is harder to fix later. This is even more important as the Westside Trail is the only north-south regional trail we have in Washington County.

The city of Beaverton recognizes the THPRD Trails Functional Plan, and I have never heard nor read that a 4' planter strip with trees is the suggested buffer between a trail and a road (reference: <http://cdn1.thprd.org/pdfs2/document19.pdf>). We have always planned the buffer around the required trail. The Trail Design Standards doesn't even refer to buffers, other than 2 ft gravel shoulders:

	Regional Trail
Facility Type	Shared-use path
Users	bicyclists pedestrians wheelchairs baby strollers skaters
Width	10-12 ft 2 ft gravel shoulders
Surface	Paved or other smooth-rolling surface to accommodate all trail users

Regional Trail

Figure 2 illustrates a typical shared-use path design that is appropriate for regional trails and some community trails. This trail is designed to accommodate two-way bicycle and pedestrian traffic, typically has its own right-of-way, and can accommodate maintenance and emergency vehicles. This type of trail is typically paved (asphalt or concrete) but can also be a surface that provides a smooth surface, as long as it meets ADA requirements. Wider gravel shoulders should be provided for runners/joggers if space allows.

Margaret Middleton used to be the Beaverton rep to THPRD, but has retired. I copied Steve Gulgren from THPRD as well, as he has been the THPRD trails lead for many years, and he works with Jeannine Rustad. I suggest you reach out to Steve as the subject matter expert on Trails, as he was intimately involved in the 2006 Trails Functional Plan and still is in the current update. - Kevin O'Donnell, CPO 7 Steering Committee and THPRD Trails Advisory Committee

On Thu, Nov 12, 2015 at 2:44 PM, Mary Manseau <marymanseau@gmail.com> wrote:

Kenneth,

I am an active member of my community and a strong supporter of Westside Trail. Of particular interest to me--and I know I am not alone here-- is finding a solution to the gap in this trail system through the Nike Campus.

I am excited to learn that as part of the Washington County 158th project, Washington County Staff, Nike and THPRD have agreed to a plan/design/funding for a trail to be constructed between Walker and Jenkins Road, including a 10' interim trail segment between Jenkins and Jay Street. I am not so excited to hear that City of Beaverton has requested that the proposed trail through the interim segment be replaced with a 6' sidewalk to allow for a wider planting strip. The Westside trail is too important as a transportation facility to have sidewalk to serve as a portion of the trail. A 6' sidewalk is inadequate to accommodate two-way bike and pedestrian traffic. Please rethink your request for a 6' sidewalk.

Thank You,
Mary Manseau

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EXHIBIT 1.3

November 13, 2015

BY EMAIL: krencher@beavertonoregon.gov

Kenneth Rencher

Associate Planner

City of Beaverton Community Development

12725 SW Millikan Way

PO Box 4755

Beaverton, OR 97076

RE: Facilities Review for SW 158th Widening (PTF 2015-0001/SDM2015-0007)

Dear Kenneth,

As a follow up to our meeting with the county and city on Thursday, November 12, 2015, the Tualatin Hills Park & Recreation District (THPRD) supports the county's proposal for widening 158th Avenue, particularly as to the improvements for the Westside Trail on the east side of the road.

The Westside Trail is planned as a regional trail, spanning 25 miles between the Willamette and Tualatin Rivers. The trail will serve as a primary bicycle commute link between north and south county. The segment proposed along 158th is a crucial link that, prior to the following agreement, was uncertain as to its location.

As we discussed, the county's proposal is a result of months of negotiation between the county, THPRD and Nike. This agreement includes:

- MAX to Jenkins: 10' sidewalk;
- Jenkins to Jay: 16' corridor, including 12' trail and 3' planter strip;
- Jay to 300' south of Walker: 10' interim, curb tight trail. The parties have agreed to a 16' corridor in this area, with 12' trail and 3' planter strip, as Nike builds out; and
- Northern 300' of 158th Avenue south of Walker Road: 10' curb tight.

As to the issue of street trees, the district is willing review proposals, subject to agreement between Nike and the county.

Please contact me if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Jeannine Rustad".

Jeannine Rustad, JD

Superintendent of Planning

cc: Doug Menke, THPRD General Manager
Keith Hobson, THPRD Director of Business & Facilities
Stephen Roberts, Washington County

p 3/3

Kenneth Rencher

From: Stephen Roberts <Stephen_Roberts@co.washington.or.us>
Sent: Friday, November 13, 2015 5:14 PM
To: Wendy Prather; Kenneth Rencher
Cc: Matt Costigan; Jeannine Rustad
Subject: Street trees

EXHIBIT

1.4

Categories: Public Testimony

Wendy and Ken,

Thanks again for your time on Wednesday. Since then, I've reviewed the options we discussed with both THPRD and the abutting owner. Unfortunately, none of the suggested options is workable for all parties at this time. Please proceed with processing our Type 2 design review and design modification requests as submitted (Casefiles PTF 2015-0001 and SDM 2015-0007).

We appreciate the City's efforts in helping the County get this important piece of the Westside Trail constructed as part of the 158th Avenue improvement project, in coordination with THPRD and with Nike, which has voluntarily committed to dedicate the land needed to build it along their 158th Avenue site frontage. This regional trail will prove to be a tremendous public asset, and we look forward to starting construction next spring.

Thanks again, and please let me know if you have any questions.

Stephen Roberts, AICP | Special Projects Coordinator
Washington County Department of Land Use & Transportation
Office of the Director
155 N. First Avenue, Suite 350, MS 16 | Hillsboro, OR 97124
503-846-3798 direct | 503-686-8024 mobile
stephen_roberts@co.washington.or.us | www.co.washington.or.us/lut

[Washington County Roads](#) on [Twitter](#) on [Facebook](#)

Plan Responsibly. Build Safely. Live Well.

Kenneth Rencher

From: Kevin O'Donnell <kevinopublic@gmail.com>
Sent: Saturday, November 14, 2015 6:51 AM
To: Kenneth Rencher; matthew_costigan@co.washington.or.us; Jeannine Rustad; Stephen Roberts
Subject: Re: Westside Trail through the Nike campus
Categories: Public Testimony

Hi Kenneth - thanks for your quick reply and your consideration. There is help for your challenge: Washington County and THPRD have this covered with 'specs' and has done it many times in the past, with an example* below.

There are also political ramifications tied to this; I would think the press release should be around 'through the collective partnership of Nike, city of Beaverton, Washington County and THPRD, a major section of the Westside Regional Trail will be connected for the community...'. **THPRD should be recognized by Beaverton as the experts in regional trail design. Additionally, Washington County owns the major roads in the county for Beaverton; as a regional trail, Westside Trail is a major active transportation corridor.**

This is a wonderful solution in the works. From the public eye, it's huge in that our multi-faceted government entities have collaborated with a large private business for the benefit of the community. It will be great PR and press for all, and deservedly so. Please don't put an asterisk on that work. - Kevin

p.s. related historic news stories:

http://www.oregonlive.com/beaverton/index.ssf/2015/04/help_thprd_determine_its_trail.html
http://www.oregonlive.com/beaverton/index.ssf/2013/05/nike_unlikely_to_give_up_land.html

* most recently, the Waterhouse Trail segment along Bethany Blvd (arterial) and Bronson Road (collector) is very similar to this and was done through cooperative efforts of THPRD and Washington County:

<http://www.co.washington.or.us/LUT/TransportationProjects/bethany-blvd-bronson-to-west-union.cfm>



On Fri, Nov 13, 2015 at 8:52 AM, Kenneth Rencher <krencher@beavertonoregon.gov> wrote:

Thank you for your comments, Kevin. It is always a challenge trying to balance the needs of all involved when there is a trail that is also a sidewalk.

Kenneth Rencher

Associate Planner | Community Development Department

City of Beaverton | PO Box 4755 | Beaverton OR 97076-4755

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NOTE: Beaverton City Hall has moved to the Round. Our email and mailing addresses and phone numbers remain the same. Our new street address is 12725 SW Millikan Way. The Community Development Department is on the 4th Floor of the Beaverton Building (formerly the Caldwell Bank Building). The entrance is the revolving door facing the MAX platform and art column.

From: Kevin O'Donnell [<mailto:kevinopublic@gmail.com>]

Sent: Friday, November 13, 2015 5:47 AM

To: Kenneth Rencher <krencher@beavertonoregon.gov>

Cc: Matt Costigan <matthew_costigan@co.washington.or.us>; Jeannine Rustad <jrustad@thprd.org>; Steven Gulgren <sgulgren@thprd.org>; Greg Malinowski <Greg_Malinowski@co.washington.or.us>; Mary Manseau <marymanseau@gmail.com>

Subject: Re: Westside Trail through the Nike campus

Hi Kenneth - I agree with Mary. As a member of the Trails Advisory Committee for THPRD, we have learned that not building to maximum allowed width is just a future issue that is harder to fix later. This is even more important as the Westside Trail is the only north-south regional trail we have in Washington County.

The city of Beaverton recognizes the THPRD Trails Functional Plan, and I have never heard nor read that a 4' planter strip with trees is the suggested buffer between a trail and a road (reference: <http://cdn1.thprd.org/pdfs2/document19.pdf>). We have always planned the buffer around the required trail. The

Trail Design Standards doesn't even refer to buffers, other than 2 ft gravel shoulders:

Regional Trail	
Facility Type	Shared-use path
Users	bicyclists pedestrians wheelchairs baby strollers skaters
Width	10-12 ft 2 ft gravel shoulders
Surface	Paved or other smooth- rolling surface to accommodate all trail users

Regional Trail

Figure 2 illustrates a typical shared-use path design that is appropriate for regional trails and some community trails. This trail is designed to accommodate two-way bicycle and pedestrian traffic, typically has its own right-of-way, and can accommodate maintenance and emergency vehicles. This type of trail is typically paved (asphalt or concrete) but can also be a surface that provides a smooth surface, as long as it meets ADA requirements. Wider gravel shoulders should be provided for runners/joggers if space allows.

Margaret Middleton used to be the Beaverton rep to THPRD, but has retired. I copied Steve Gulgren from THPRD as well, as he has been the THPRD trails lead for many years, and he works with Jeannine Rustad. I suggest you reach out to Steve as the subject matter expert on Trails, as he was intimately involved in the 2006 Trails Functional Plan and still is in the current update. - Kevin O'Donnell, CPO 7 Steering Committee and THPRD Trails Advisory Committee

On Thu, Nov 12, 2015 at 2:44 PM, Mary Manseau <marymanseau@gmail.com> wrote:

Kenneth,

I am an active member of my community and a strong supporter of Westside Trail. Of particular interest to me--and I know I am not alone here-- is finding a solution to the gap in this trail system through the Nike Campus.

I am excited to learn that as part of the Washington County 158th project, Washington County Staff, Nike and THPRD have agreed to a plan/design/funding for a trail to be constructed between Walker and Jenkins Road, including a 10' interim trail segment between Jenkins and Jay Street. I am not so excited to hear that City of Beaverton has requested that the proposed trail through the interim segment be replaced with a 6' sidewalk to allow for a wider planting strip. The Westside trail is too important as a transportation facility to have sidewalk to serve as a portion of the trail. A 6' sidewalk is inadequate to accommodate two-way bike and pedestrian traffic. Please rethink your request for a 6' sidewalk.

Thank You,
Mary Manseau

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